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Back-up Sensor System: How It Works and How to Troubleshoot It

NOTE: This article applies to '03–06 Odysseys, '03–06 Pilots, '05–06 CR-Vs, and '06–07 Ridgelines.

You've probably noticed a number of newer Honda trucks are sporting a back-up sensor system. When you're backing up, the system beeps to let you know your rear bumper is coming up on an obstacle.

This system—standard equipment on '05–06 Odyssey Touring models and available as an accessory kit on all other applicable models—is designed to come on as soon as you shift into reverse with the back-up sensor switch on. The four sensors in the rear bumper send out ultrasonic waves that reflect back from solid objects. The system figures out the distance from an object by measuring the time difference of the reflected wave.

The sort of beeps you hear from the back-up sensor system depend on just how close you are to the object and which of the sensors are doing the detecting. Here's the lowdown for all applicable models:

Type of Beeping	Distance From Object to Corner Sensors	Distance From Object to Center Sensors
Long	Within 2 feet	Within 6 feet
Short	Within 1.5 feet	Within 4 feet
Continuous	Within 1 foot	Within 2 feet

NOTE: If you're sitting behind the wheel of a CR-V, you'll hear continuous beeping if a corner sensor is within **2 feet** of the object.

If you're hearing a series of two, three, or four beeps, it means the back-up sensor system has a problem. Here's what those beeps are telling you:

Type of Series	Meaning
Two long beeps	Right corner sensor is bad.
Three long beeps	Left corner sensor is bad.
Four long beeps	Right and left corner sensors are bad.
Three short beeps	One or both center sensors are bad.

You can check the status of the back-up sensor system with this simple procedure:

1. Start the engine.
2. Apply the parking brake, press the brake pedal, and shift into reverse.
   - If you hear a **1-second** beep, the system is OK.
   - If you hear continuous beeping, or no beeping at all, the system has a problem. Very often a sensor that's covered with mud, ice, snow, etc. is the culprit. Use low-pressure water to wash the sensors, and use a clean cloth to wipe them dry. If the sensors were already clean, then check for an open or short circuit.

Keep in mind, any of the conditions below could also cause the back-up sensor system not to work right:

- You're driving on a rough road, on grass, or on a hill.
- You leave the truck out in hot or cold weather. If the sensors are exposed to temperatures below **-4°F** or above **122°F**, they might not work.
- You're driving in bad weather.
- The electrical system is affected by some electrical equipment or a device that generates an ultrasonic wave.

New Software for HDS: Version 2.005.004

During the week of July 10, 2006, all Honda dealerships were sent a new CD containing HDS software version 2.005.004. This new CD sports a red label that reads "Honda Diagnostic System Installation Disk (VER 2.005.004), June 2006." Your system administrator should have this software already loaded onto the master server.

Here's some important info on 2.005.004:

- It adds system coverage for '07 Accords (all models except Accord Hybrids)
- It adds system coverage for '07 Civics (all models except GXs and Civic Hybrids)
- It contains various vehicle system enhancements and fixes for improved usability.

BRAKE SYSTEM Indicator On, No AHB DTCs Set

Got a '06 Civic Hybrid in your shop with the amber **BRAKE SYSTEM** indicator on (that's the advanced hydraulic booster [AHB] indicator), yet no AHB DTCs are set? Follow this procedure to get things back on track:

1. Connect the HDS with version 2.005.004 or later software to the 16P DLC.
2. Turn the ignition switch to ON (II). From the **System Selection Menu**, select **HYDRAULIC BOOSTER**. From the **Mode Menu**, select **Data List**.
3. Scroll down the list, and check the status of these items:
   - **LEARNING STATUS REGULATOR VALVE OUT-PORT PRESSURE**
   - **LEARNING STATUS OF MASTER CYLINDER PRESSURE SENSOR**
   - **LEARNING STATUS OF BRAKE PEDAL STROKE SENSOR**
   - **LEARNING STATUS OF BRAKE PEDAL STROKE (CONVERTED FROM THE REGULATOR VALVE OUT-PORT PRESSURE)**
4. If the learning status of any of those listed items doesn't read **COMPLETE**, use the HDS to memorize the 0 (zero) position. See page 19-36 of the '06 Civic Hybrid S/M for details. (Online, enter keyword **ZERO**, and select **Memorizing the Advanced Hydraulic Booster 0 [Zero] Position** from the list.)

Crackling From Right Front Accelerating or Turning Left

A bad right front engine mount in a '03–05 Civic Hybrid can cause a crackling noise when you're accelerating or turning left. (For you folks old enough to remember, it resembles that cool motorcycle sound you'd get when you clipped a playing card to the frame of your bike and it would slap against the spokes as you rode.)

To fix this problem, hook up a STEELMAN ChassisEAR diagnostic tool (T/N JSP-SM06600) to the right front engine mount and test-drive the car. If the noise is loudest at the right front engine mount, then replace that engine mount.

Protective Coating Causes Rear Brake Noise

Elements come from the factory with a protective coating on the rear brake discs called Geomet. It's applied to prevent corrosion during shipping.

This coating can take up to **500 miles** to wear off and, until it does, it's normal for the rear brakes to make a slight rubbing or scraping noise when you apply them.

Don't try to resurface the rear discs to get rid of this noise; just let the Geomet wear off. Of course, if the rear discs are causing other complaints, it's OK to resurface them.

Replace Bulbs for HVAC Control Panel Backlight

NOTE: This article applies to '05–06 Odyssey EXs, EX-Ls, and Touring models.

If the backlight is out in the HVAC control panel, **don't** order a new control panel to fix the problem. Just order replacement bulbs instead.

Although the '05–06 Odyssey S/M doesn't mention it, the backlight bulbs are actually replaceable. You can get these replacement bulbs from American Honda parts stock. When ordering, check the parts catalog for the appropriate part numbers.

Tire Puncture Sealants: Bad News For TPMS Sensors

NOTE: This article applies to '05–06 Odyssey Touring models, '05–06 Pilots, and '06–07 Ridgelines.

American Honda gives a big thumbs down on the usage of aftermarket tire puncture sealants in trucks with TPMS. Although these products are a blessing in a roadside emergency, they're bad news for TPMS sensors. Tire puncture sealant plugs up the port that measures the tire pressure, making the sensor useless.

If you get a truck in your shop for tire repair and your service customer inflated the tire with a tire puncture sealant, you've got to thoroughly clean out all of the sealant and replace the TPMS sensor as part of your repair.

DVD RES Won't Work After Ejecting a Disc

Revised 9/28/06

Static discharge can cause the factory-installed DVD RES in a '05–06 Odyssey or '06 Pilot not to work after you eject a disc from the DVD player unit.

To fix this problem, replace the DVD player unit in Odysseys with P/N 39110-SHJ-A81RM, H/C 7898836 and, in Pilots, with P/N 39110-S9V-A51ZARM, H/C 8077554. See page 23-171 of the '05–06 Odyssey S/M or page 22-391 of the '06-07 Pilot S/M for details. (Online, enter keyword **DVD PLAYER**, and select **DVD Player Unit Removal/Installation [With Rear Entertainment System]** from the list.)

For young families, the RES has become a real must-have, especially on those long road trips. Keeping fidgety backseaters occupied helps discourage a persistent chorus of "Are We There Yet?" If your service customer is eager for a working RES, you can get it up and running for the short term by simply disconnecting battery voltage from the DVD player unit for **30 minutes**. To disconnect battery voltage on Odysseys, pull the No. 5 (10 A) fuse from the driver's under-dash fuse box; on Pilots, pull the No. 48 (20 A) fuse from the under-hood fuse box.

Clutch Judder After Short Block or Crankshaft R&R

NOTE: This article applies to M/T-equipped '03–06 Accord L4s, '02–05 Civic Sis, '06 Civic Sis, '02–06 CR-Vs, and '03–06 Elements.

Replacing an engine block or crankshaft? Make sure you always install a pilot bushing on the end of the crankshaft. New crankshafts and short blocks don't come with a pilot bushing. If you forget to install that bushing, you could wind up with a nasty clutch judder problem.

Front Passenger's Footwell or Floor Is Wet

If the front passenger's footwell or floor in a '06 Pilot is wet, remove the right front fender and check for water entry points into the wire harness Y, the corrugated tubing, and the grommet where the harness goes into the right A-pillar. If you see any gaps, use silicone sealant to fill them in. Then tape up the Y-area on the wire harness to keep out any water.

Frayed Drive Belt Might Be Normal Belt Wear

If you've got a car or truck in your shop, and you notice the threads on the drive belt joint look frayed or worn away, don't think you need to replace the belt. It just might be normal belt wear.

During drive belt manufacturing, those fine yarn threads at the belt joint hold the fabric backing together until the rubber is vulcanized on the belt. Once that happens, those threads aren't really needed anymore.

The small amount of threads sticking out from the belt won't cause any noise or functional problems, and they'll eventually wear away.

THREADS FRAYED

THREADS WORN AWAY

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